



## AUSTRALIAN RALLY COMMISSION

### MEETING SUMMARY 5/2018 SUMMARY OF ARCOM TELECONFERENCE 7 NOVEMBER 2018

*This summary is an edited highlights package.  
Enquiries are to be directed to the Commission Executive Officer*  
Issued: 04/12/2018

#### Issued by Commission Executive Officer to the following:

|                              |                               |                                   |
|------------------------------|-------------------------------|-----------------------------------|
| Chair CAMS Board             | ARCom Commissioners           | Sport & Club Development Officers |
| Chairs CAMS State Councils   | CEO                           |                                   |
| Chairs State Advisory Panels | General Manager – Motor Sport |                                   |

#### Commissioners

|                |    |              |  |                |    |             |
|----------------|----|--------------|--|----------------|----|-------------|
| Colin Trinder  | CT | 2018 Chair   |  | Matthew Selley | MS | 2018 - 2019 |
| TBA            |    | Deputy Chair |  | Molly Taylor   | MT | 2018        |
| Ian Bigg       | IB | 2018 - 2020  |  | Jon Thomson    | JT | 2018        |
| Hamish Marquis | HM | 2018 - 2020  |  | Glen Weston    | GW | 2018        |
| Ross Runnalls  | RR | 2018 - 2019  |  |                |    |             |

#### Board Member Portfolio Holder

|                |    |
|----------------|----|
| Terry Atkinson | TA |
|----------------|----|

#### CAMS Administration

|                |     |  |
|----------------|-----|--|
| Lawrie Schmitt | LS  | CAMS Manager Motor Sport Operations  |
| Scott McGrath  | SMc | CAMS Division Manager - Technical  |
| Trent Price    | TP  | CAMS Sporting Commissions and Championships Manager / CEO Appointee to Commission      |
| Jake Bryant    | EO  | CAMS Motor Sport Development Executive Rally & Off Road / Commission Executive Officer |
| Tom Snooks     | TS  | Minutes Secretary  |

## RALLY CALENDAR 2019

#### AUSTRALIAN RALLY CHAMPIONSHIP

| Rd | Date        | Event                  | State                           |
|----|-------------|------------------------|---------------------------------|
| 1  | 5 - 7 Apr   | Forest Rally           | Busselton, Western Australia    |
| 2  | 10 - 11 May | National Capital Rally | Canberra, ACT                   |
| 3  | 21 - 23 Jun | Rally Tasmania         | Launceston, Tasmania            |
| 4  | 24 - 25 Aug | Eureka Rally           | Ballarat, Victoria              |
| 5  | 20 - 22 Sep | Adelaide Hills Rally   | Adelaide Hills, South Australia |
| 6  | 15 - 17 Nov | Rally Australia        | Coffs Harbour, New South Wales  |

### STRATEGIC PLAN 2019 – 2021

The Australian Rally Commission have drafted a rally centric Strategic Plan that will provide a strong foundation and direction for all rally sporting decisions spanning over the next three years. The 2019 – 2021 Rally Strategic Plan will be publicised upon draft completion with a release date aimed for Jan 2019. It is highly encouraged that State Rally Advisory Panels adopt elements of the ARCom Strategic Plan and work towards objectives that can prove beneficial within their respective states.

The Plan will feature five fundamental priorities (in no significant order):

- Better Connections with Volunteers, Competitors and Clubs
- Rallies for Everyone
- Foster a Pathway to the Top
- Sensible Safety
- Simpler Rules

### MIN 0436: REFUELLING FROM AN ENVIRONMENTAL INCIDENT AND DAMAGE PERSPECTIVE

**MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

A document is to be distributed to put an onus on competitors/service crews to take more of an initiative with regards to spilt fuel at all levels of motor sport.

Specific guidelines are currently being prepared for ARC organisers and crews/service crews.

### MIN 0438: SAFETY CAGE IMPROVEMENTS FOR STATE LEVEL AND ABOVE RALLY COMPETITIONS

**MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

ARCom Teleconference 11 October 2017; The CAMS Technical Manager presented and spoke to a Decision Paper with recommendations produced from the Australian Institute for Motor Sport Safety (AIMSS) report where dual occupant safety cage intrusion and general structure improvements were listed, specifically referring to Door Bars.

Once a liability is recognised (such as side intrusion, which is a very serious risk for competitors in closed road rallying) the Commission holds a responsibility to carry out its due diligence by resolving the matter.

Refer to Schedule J in the CAMS Manual Article 12.3(b)(ii):

- “b) Door bars:  
For Off Road competitions, State Championship and above level Race and Rally competitions (and recommended in other competitions):
- ii) For State Rally Championships and above, it is recommended that two or more door bars shall be fitted at each side of the vehicle in accordance with Drawings J-11, J-12 or J-13. This shall be mandatory for any Safety Cage Structure registered/certified on or after 1 January 2019”.

The changes will only affect newly log book vehicles from 2019 and have no effect on existing vehicles.

### MIN 0439: APPLICATION OF PRE-1986 CLASSIC C1, HISTORIC AND PRC REGULATIONS – DISPENSATION FOR SUBSTITUTION OF COMPONENTS NOW DIFFICULT TO OBTAIN

**MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

A copy of the Historic Component Substitution Form and Component Substitution Criteria was presented to the Commission with the suggestion that the document provides a good template if ARCom wished to implement a substitution application form.

Following discussion it was resolved:

- 1) The Historic Component Substitution Application Form is to be amended to suit the PRC, Historic and Classic Rally Groups.

- 2) A draft of the amended document is to be sent by the EO to the Historic Advisory Group and State Panel Chairs for comment.
- 3) EO to utilise and trial the new process.
- 4) Once agreement has been attained to implement the new process, EO is to communicate with CAMS Technical and upload the details to the CAMS website.

#### **MIN 0440: ALTERNATIVE EXHAUST SYSTEM CONFIGURATION – G4 REGULATIONS**

##### **MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

A Decision Paper was presented seeking ARCom to approve a change to the Group G4 regulations to permit the relocation and replacement of the exhaust system and therefore the relocation of the turbocharger, as a result of an application being submitted for the replacement and relocation of the exhaust system for a Group G4.

The issue presented is in regards to difficulties in the fitment of a suitable donor engine where the base vehicle that it is being fitted to, as a right hand drive version, does not permit the direct conversion of the donor engine where the original turbocharger location is affected by the base vehicles steering column and steering rack position.

The proposal seeks permission to replicate the fitment of the turbocharger, and the necessary exhaust system modifications to the opposite side to that of the donor vehicle.

It was resolved that the G4 technical regulations be amended to include above and ARCom approves the original application submitted.

#### **MIN 0441: APPROVAL OF SUPPLEMENTARY REGULATIONS PROCEDURE**

##### **MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

A Discussion Paper suggesting the Commission review current practices and policies around the issuing of "Approved" Supplementary Regulations, in particular ensuring compliance with CAMS Manual and other regulations.

The Paper stated that at times there appears to be inconsistencies between event Supplementary Regulations, CAMS regulations and policies once a Permit has been issued. This can result in regulations which are judicially unenforceable and/or implement incorrect procedures or policies.

An increasing number of Supplementary Regulations that have been "approved" have contained:

- Incorrect information – bad references to National Rally Code articles for example, particularly in view of the Code being completely revised for 2018;
- Items which are in obvious contravention of regulations;
- Unclear definitions of requirements – for example, apparel level required for an event.

The Commission suggested that a notice be prepared and forwarded to the State Rally Advisory Panels outlining what their role is in reviewing regulations, together with a list of issues to be specifically checked. The Commission Executive Officer is to investigate a procedure to carry this out and present it to the Commission for consideration.

#### **MIN 0443: ARCOM DELEGATION TO STATE RALLY PANELS TO VARY NATIONAL RALLY CODE**

##### **MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

ARCom discussed the granting of power to State Rally Advisory Panels to vary aspects of the NRC.

The recent 2018 revision of the NRC allows, in the Introduction, for ARCom to delegate approval of certain NRC variations to State Rally Advisory Panels. In considering such applications, ARCom or its delegate will take into account the need to maintain levels of safety, community relations and fairness and abide by the spirit of the NRC section of the CAMS Manual.

This change to the NRC was made in the interests of improving communication between ARCom and State Rally Panels. It may also allow ARCom more time to consider future direction rather than minor regulation variations.

It is proposed to issue the following statement:

“ARCom hereby delegates to State Rally Panels the power to approve any variation to the NRC under the following conditions:

- 1) Any variation must take into account the need to maintain levels of safety, community relations and fairness and abide by the spirit of the National Rally Code section of the CAMS Manual.
- 2) The State Rally Panel must advise ARCom via rally@cams.com.au of any approval given to a variation to the NRC.
- 3) If ARCom disagrees with a specific variation it will provide reasons why a variation should be reconsidered.
- 4) ARCom may withdraw this delegation to a State Rally Panel if it considers that the delegated powers have not been exercised sensibly.

State Rally Panels are encouraged to discuss any proposed variation with members of ARCom.”

It was stated that this proposal would not apply to Technical or Safety Regulations, and (as noted above) any changes are to be advised to ARCom.

#### **MIN 0445: ALTERNATIVE ENGINE FOR MK1 FORD ESCORT**

A Decision Paper was presented for the Commission to progress the matter regarding substitute engines in Classic C3 with view to providing a decision on a Mk1 Ford Escort, deciding what the parameters should be to fit substitute engines from another manufacturer (eg: maximum 2 litre capacity and same number of cylinders).

During discussion it was considered that the C3 Group should remain as is and that cars with engine substitutions would be better placed in the Club Rally Car group. This means that the Club Rally Car regulations need to be revised to allow engine substitutions from an alternate engine manufacturer, with engines being limited to:

- the same number of cylinders;
- the engine be in the same position as the original;
- a cap being placed on capacity (2 litres suggested);
- engine to be naturally aspirated.

The Commissioners determined not to proceed with the Decision Paper presented at the meeting and that an alternative Paper is to be prepared to allow engine substitution cars into the Club Rally Car group.

#### **MIN 0446: ADELAIDE RALLY – TECHNICAL ISSUES (WHEELS & INTAKE FREEDOMS)**

**MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

The Adelaide Rally organisers sought authorisation for the event (a National Tarmac Rally) to allow exemptions from compliance of some provisions of the CAMS Tarmac Rally Classic and Modern Technical Regulations which are inconsistent with the current Targa Australia Technical Regulations.

The Event sought approval to allow the following:

1. Wheel size freedoms in Classic and Modern are at variance with the CAMS Tarmac Rally Classic and Modern Technical Regulations but consistent with Targa Australia wheel size freedoms in the same categories; and
2. Intake freedoms at variance with the CAMS Tarmac Rally Modern Technical Regulations in the equivalent of Early Modern vehicles consistent with Targa Australia freedoms in the same category.

Specific amendments sought were:

##### **A: Wheel Sizes**

1. Classic (Pre-1986)  
Approval to permit precisely the same freedom of wheel size for pre-1986 competition vehicles as applies to Targa Classic GT (ie: wheel size is free but capped at 17 x 9).

2. Early Modern (1986 to 2008)

Approval to permit precisely the same freedom of wheel size for pre-1986 to pre-2008 Modern competition vehicles as applies to Targa Early Modern (ie: no more than 2" increase in diameter or width from standard).

3. Modern (2008 onwards)

Approval to permit precisely the same freedom of wheel size for post-2008 Modern competition vehicles as is permitted in Targa GT2 and GT4.

This decision provides vehicles entered as Tarmac Rally Classic or Tarmac Rally Modern to be allowed freedom in wheel size and width and allow wheel diameters and width of plus 2 inches from the manufacturers specifications up to a maximum of 17 inch diameter and 9 inches wide unless the original wheel is larger and/or wider in which case the original wheel size shall be maximum size.

**B: Intake Freedoms for pre-2008 Modern Cars**

Approval to permit precisely the same freedoms for pre-2008 Modern competition vehicles only (not post-2008 vehicles).

The Commission granted the exemptions, which will be announced in an event bulletin, and determined that the two sets of regulations (CAMS Tarmac Rally and Targa Australia Tarmac) will be reviewed where possible changes to the CAMS Tarmac Rally regulations may be made and communicated.

**MIN 0447: INTERPRETATION OF NRC SSR Article 1.5 (d)**

**MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

The Commission reviewed NRC SSR Article 1.5 (d) to provide the CAMS Administration with clarity as to whether the regulation is being applied correctly.

NRC SSR 1.5 (d) states:

**1.5 INTRODUCTORY RALLY**

A Special Stage Rally which complies with the following criteria;

- (a) maximum duration of four hours;
- (b) timing is to the whole minute, as for Road Rallies;
- (c) no reconnaissance is permitted;
- (d) the event is not part of any series or championship, except for the club championship of the organising club; and
- (e) the maximum number of entries is 40.

In discussion it was determined that it needs to be made clearer to clubs electing to run Introductory Rallies that these activities are a separate event. There were suggestions to make Article 1.5 (d) clearer to make the regulations more prescriptive rather than leave a vacuum to be filled with issues:

- There is to be a (say) 10 minute gap to the Introductory Event to ensure there is no mixing of late running competitors in the main event with Introductory Rally competitors;
- speeds are required to be a lower average speed than for the main rally event (examples given were in the 60-80 km/h range); guidelines are required for less experienced Clerks of the Course and CAMS Checkers to follow;
- stages to be used are selected on a safety basis.

It was determined that Article 1.5 (d) needs to be redrafted to include issues raised by Commissioners, for implementation as from 1/1/19.

**MIN 0452: AP4 CONTROL COMPONENT APPLICATION – SADEV ST4-917**

A Decision Paper was submitted for ARCom to make a decision on whether the SADEV STA-917 transmission

package should be permitted for competition and, if so, be added to the CAMS Group AP4 Control Parts List.

The Paper outlined that the ST4-917 transmission was manufactured to address technological and packaging issues seen with the outdated ST-90 transmission which was previously added to the CAMS AP4 Control Parts List, and listed details. A ST4-917 brochure and the originally approved ST90-18 specifications were attached to the Decision Paper.

Following discussion it was agreed to permit the addition of the SADEV ST4-917 to the Control Component Parts.

#### **MIN 0453: AP4 AND R5 ELIGIBILITY FOR STATE CHAMPIONSHIP POINTS**

A Decision Paper was presented on behalf of the WA Rally Advisory Panel for R5 and AP4 cars to enter and receive points in the WA State Championship.

After lengthy discussion the Commission determined it was not in favour of allowing AP4 and R5 vehicles to score points in State Championship, or lower, events.

During discussion it was noted that the following changes are to be made to the CAMS Manual:

- NCR VG Article 1.2 (a) 'Eligibility by Event Level' is to be modified such that the Matrix reflects the above decision;
- in the Matrix R5 is to be included in the AP4 row and it is to be noted that both vehicles may be entered in a state event but will be ineligible for championship points;
- in the Matrix where FIA Group 5 is listed it should also state 'Except R5'.

#### **MIN 0454: 2018 ARC SPORTING REGULATIONS REVIEW**

A Decision Paper was tabled for the Commission to review current NRC and ARC regulatory wording with the intent to make certain regulations clearer and more concise, for implementation in 2019, and covered the following issues:

- 1) ARC Sporting Regulations – a review.
- 2) NRC Events General – Service Vehicles and Crew.
- 3) NRC – Emergency Procedure.
- 4) NRC Special Stage Rallies – Control General Provisions;
- 5) NRC Vehicle General – Reflective Triangles.

##### 1. ARC Sporting Regulations

Amendments to the wording of the Sporting Regulations were approved by the Commission:

- Article 13 (g) – assistance during a special stage; and
- Article 16.2 (ii) – definition of a prohibitive area (for servicing).

Following further explanations Commissioners agreed to:

- Additional wording to 13 (g);
- the movement of 16 (a) (iii), (iv) and 'Note' to 16.2 (a) (ii) as Articles (D) and (E) respectfully;
- review 16.2 (a) (ii) (C) when the Tasmania report is received (see above).

##### 2. National Rally Code, Event General (EG)

- 1) Community and Civil Relations – at Article 17.1 (Service vehicles and crews), it was questioned whether it is time to restrict servicing to official service points, and this issue is to be put to the State Panels for comment.
- 2) Emergency Procedure for NRC – the Paper suggested that the Emergency Procedure relating to yellow/red flags at SOS points should be included in the NRC and, if considered appropriate, be mandatory only for ARC and State level events – and in time this will filter down to all special stage rallies.

Draft wording is to be prepared for the next meeting for a decision to be reached.

### 3. National Rally Code, Special Stage Rallies (SSR)

At 4. Controls – at 4.1 (a) General Provisions the proposed following wording was accepted to be added to the NRC:

*'Note: All control areas are considered subject to Parc Ferme rules as per SSR Article 6.1.'*

### 4. National Rally Code Vehicles General (VG)

At 5. Equipment, 5.1 Reflective Triangles – after discussion the following was approved for the NRC:

*'At least one reflective or fluorescent red warning triangle of metal or plastic material (sides at least 350mm in length) must be carried in the vehicle at all times while competing. Each triangle must be fitted securely and easily accessible by the crew, and must be displayed in cases where a stationary car could be a hazard to other road users (e.g: breakdown).'*

In discussion on triangles it was determined that wording should be adopted to say that at least one triangle must be readily assessable to the crew (eg: both triangles must not be in the boot).

Further discussion took place on the positioning of first aid kits (Article 5.3), by adding that it must be assessable to the crew.

#### **MIN 0455: GROUP 3C PRC REGULATION 14.2 BATTERY**

The Commissioners reviewed PRC regulation 14.2 (Battery) with the intent to amend the wording to make clear this is not required for a dry cell battery (as per the G2 regulations).

The Commission agreed to the amendment of the wording at PRC regulation 14.2 (b) to reflect that battery terminals must be covered, rather than the battery must be protected.

#### **MIN 0456: GROUP 3C CRC – ENGINE SUBSTITUTION – APPLICATION OF REGULATIONS WORDING**

A Decision Paper was put forward for the Commission to clarify regulation 1.1 'Engine.' regarding the use of titanium valves.

The Paper outlined that the regulations at Article 1.2 (b) 'Driveline Configurations' state that with a view to discouraging expensive modifications, the use of titanium is prohibited, except where it is standard to the car in question or where incorporated into safety equipment complying with a recognised motor sport standard.

The question in the Paper was if an engine is replaced by a substitution and that engine was produced by the manufacturer with titanium valves as stock, would that make the engine prohibited? Commissioners agreed that the substitute engine would be eligible if the titanium valves were fitted by the engine manufacturer.

Art. 1.2 (b) relates to more than just driveline configuration as it includes safety equipment so should be moved to between Art 1.5 (a) and (b). Secondly, to make clear whether titanium in a replacement engine is acceptable, Art. 1.2 (b) needs to be amended to include "or standard to the substitute engine from the same manufacturer as per Art 1.1."

#### 1.2 Driveline Configurations

(a) Must remain as standard; e.g., a front-engine, rear-wheel drive car must remain so configured.

~~(b) With a view to discouraging expensive modifications, the use of titanium is prohibited, except where it is standard to the car in question or where incorporated into safety equipment complying with a recognised motor sport standard.~~

#### 1.5 Other

(a) All other elements of the car are free, subject to compliance with any legal requirements to drive the vehicle on a public road which remain the responsibility of the owner and/or driver as appropriate.

- (b) With a view to discouraging expensive modifications, the use of titanium is prohibited, except where it is standard to the car or standard to the substitute engine as per Art 1.1 or where incorporated into safety equipment complying with a recognised motor sport standard.
- (c) Competitors are referred to guidelines for light vehicle modifications available from the various state registration/roads authorities.

#### **MIN 0457: TARGA WEST SHANNONS TARGA RALLY SPRINT SERIES DISPENSATIONS & RALLYSPRINT SPORTING REGULATIONS REVIEW**

ARCom was requested to provide a decision on various requests which deviate from the National Rally Code and Rallysprint Standing Regulations regarding the above Series in Western Australia.

The request is for the same freedoms that were granted for the New South Wales S1 Rallysprint Series, namely dispensation to remove fire extinguishers, first aid kits, reflective safety triangles and mud flaps; and to allow the inclusion in the regulations for targeted scrutiny.

Commissioners approved the requests.

The Commission also requested the EO to review Rallysprint Standing Regulations with the intent of bringing them in line with current practices.

#### **MIN 0458: GROUP 3C PRC REGULATION 8(H) SUSPENSION**

EO put forward a Decision Paper for Commissioners (based on a competitor's enquiry) to clarify regulation 8 (h) as to whether a steel rear suspension knuckle can be replaced by an aluminium one.

Following an explanation it was agreed to allow freedoms to the bottom mount in PRC and to reword the regulation and present it to Commissioners for final approval.

#### **MIN 0460: CLASSIC RALLY COMPONENT SUBSTITUTION – 240Z**

A Decision Paper was presented for ARCom to provide a decision on an application for a component substitution of perspex windows to the rear and side of the Datsun 240Z competing in the Classic C2 classification.

The Commissioners approved the application as requested on the basis this vehicle is competing as C2 whereby Classic Rally Car Regulations '5. C2 Modified Classic Rally Car Category' states "each car shall comply with the Group 3 – Club Rally Car regulations". The Commission considered Club Rally Car regulation '1.5 Other (a)' in determining this application - "all other elements of the car are free, subject to compliance with any legal requirements to drive the vehicle on a public road which remain the responsibility of the owner and/or driver as appropriate".

#### **MIN 0463: CLASSIC C2 – SEMI-TRAILING ARM MOUNTING POINTS**

A Decision Paper was put forward for the Commission to clarify the intent of the C2 regulations as to whether Article 5.2 (c) 'Suspension' applies to all drivetrains or just to rear wheel drive (RWD).

The Commissioners determined the regulations also apply to front wheel drive (FWD). During discussion it was raised that in the creation of the Club Rally Car regulations it was derived based on the RWD platform, but in fact the regulation should consider to accommodate other platforms which are popular, and in particular FWD.

The discussion also raised the issue of a live-axle RWD car which has extensive freedoms in the rears suspension and differential housing design as opposed to an independent rear suspension (IRS) RWD car. It was proposed to review wording to permit some freedoms for IRS RWD cars, aligned with the Sub frame freedoms considered for PRC, to permit the use of alternate design sub frame and suspension components providing that the chassis/monocoque remains unchanged where required by the regulations.

It was resolved that the regulation needed further clarification and the current regulation is to be reworded and issued to Commissioners for comment.

#### **MIN 0464: PRODUCTION RALLY CAR (PRC) REVIEW**

A Decision Paper containing details of the final decisions of the ARC Technical Working Group's PRC review was presented seeking Commission approval.

The review was carried out in an attempt to identify cost effective measures whilst addressing concerns in competition parity. As result of this review it was recommended to allow additional freedoms to PRC regulations to allow vehicles to remain competitive and viable.

Commissioners approved of all the decisions of the Working Group, covering:

- **Coachwork**  
Permitting Modern PRC to have same freedom as Early and Late cars to replace guards, wings, bonnet, bumper bar and boot lid – all bolt-on components.
- **Windows**  
Permitting the replacement of windows (except windscreen) with alternate polycarbonate windows.
- **Flywheel**  
Permitting freedom for flywheels across all PRC cars.
- **Minimum Weight**  
Maintain the current minimum weights; apply the crew weight across Modern PRC and the one tyre rule.
- **PRC Sub-frames**  
Provide freedom to enable changes to suspension arm mounting points to effect the performance of the suspension and potentially increase travel.

PRC Regulations will be amended and presented to the Commission for final approval.

#### **MIN 0465: RALLYSPRINT TRACK LICENCE OPERATIONS MANUAL**

A comprehensive document on S1 Rallysprint safety was presented to the Commission and covered safety for competitors, public, officials, media representatives and spectators, as well as venue assets.

During discussion it was outlined in some detail the approach to the documentation for (particularly) S1 Rallysprint track inspections with regards to safety, and suggested that two Targeted Risk Assessments (TRA) be prepared for each Rallysprint venue and outlined instances of what should be considered in the Assessments and these be listed for the attention of organisers:

- one for public safety, and
- a separate one for competition aspects (terminal speeds, run off areas, warning of hazards; how to stop a run, chicane design, et al).

Regarding approval to conduct a meeting it was advised:

- on a permanent track, a Venue C Licence will be issued by CAMS (HO) upon approval of the required documents, and any changes must be submitted for further approval; and
- on a temporary track, documents must be submitted to CAMS (HO) for approval and once approved the Checker will be responsible for ensuring that the track conforms to the approved documents; any variation on the day are to be approved by the Stewards prior to competition. CAMS may assign a State Rally Panel representative to assist in the inspection process. A safety plan is to be submitted for each meeting with the permit application.

Following discussion it was resolved that a document for S1 Rallysprint tracks which will be in two parts (spectator safety and competition aspects) will be drafted, the document being for use by organisers.

#### **NEXT MEETING(S)**

Wednesdays, with Teleconferences commencing at 1730 Melbourne time.

- 2019 Dates TBA